

EXHIBIT D



YZF-R1

2004 **THERE'S NOTHING LIKE IT.**

Mike Jasan

Jerome Thibault

Jake Ballinger

Gary Cloward

Jerry St. Amant

LAKE CREEK
SUMMIT
ELEV. 9000

Ultimate Ride 2004

New year, new friends, new sleds.

For the third year in a row, Ski-Doo interviewed snowmobilers across the U.S. and Canada, asking riders to share their best Ski-Doo snowmobiling story in the 2004 Ultimate Ride contest. Then, five lucky winners won an all expenses paid trip to our private photo shoot location to be the very first to ride the new 2004 Ski-Doo snowmobiles. As you're about to see, they enjoyed a preview of the most advanced line of snowmobiles ever assembled.

2001 Ski-Doo

Elite™
Recreational luxury for two.
Page 8



MX Z™
Aggressive trail riding.
Page 8



Sun™
Pure fun, fun, fun!
Along with sunbathing.
Page 14



GSX™
Performance trail riding
with all the amenities.
Page 18



Legend™ / Legend GT™
Traditional trail riding the
way you've always loved it.
Page 22-25



Skandic®
Deep Powder power and play.
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For more information visit ski-doo.com
or call 1-800-3-SKI-DOO (1-800-373-4366)

[REV]

The Revolution comes full circle.



30 MINUTE CHALLENGE

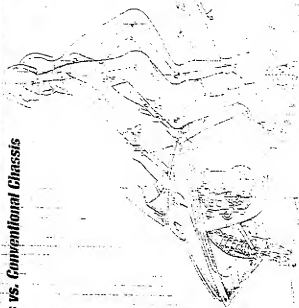
**Take the 30 minute REV platform challenge.
It will change the way you ride forever.**

positions the focus of the central node point directly and formally upon the centralization of the machine's mode, this maximizes output and minimizes the effects of simple nodulus, flow, and the other things that people do wrong.

REV Chassis vs. Conventional Chassis

"You simply will not believe how much fun and how easy the REV is to ride. It's not just an expert bump sled; it performs extremely well across a wide range of rider skills and riding conditions."

Kevin Beilke - (SnowTech Magazine; after more than 4000 miles on the snowmobile.)



[Rotax]

Power just the way you like it. Every time.

Bombardier-Rotax continues to invest snowmobiling forward with an unparalleled range of sophisticated engines in 2004. From the expanded line of cleaner 2-TEC™ 2-strokes to the growing family of High Output engines, no one matches the Rotax advancements in performance, innovation and reliability. • This year, cleaner 2-strokes, cleaner 4-strokes and high horsepower engines abound. Whether you're craving the lightweight extreme performance of the Rotax 800 H.O., the fuel efficiency of the 4-TEC™ V-1000 4-stroke, or a combination of the two, there's a 2004 Ski-Doo snowmobile perfect for you. Visit the [Ski-Doo.com Virtual Dyno Center](http://Ski-Doo.com/VirtualDyno) for a complete demonstration of the benefits of Rotax technology.



ADVANCED AND POWERFUL

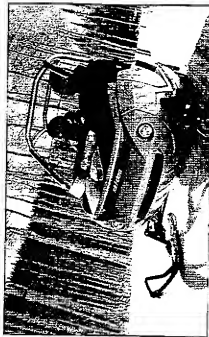
Rotax 2-TEC™ 2-strokes are the most advanced snowmobile engines in the world. They're cleaner, more powerful and more reliable than any other 2-stroke engine. The Rotax 2-TEC™ 2-strokes are available in 400, 450, 500, 540, 580, 600, 640, 660, 680, 700, 740, 760, 780, 800, 850, 900, 950, 1000, 1050, 1100, 1150, 1200, 1250, 1300, 1350, 1400, 1450, 1500, 1550, 1600, 1650, 1700, 1750, 1800, 1850, 1900, 1950, 2000, 2050, 2100, 2150, 2200, 2250, 2300, 2350, 2400, 2450, 2500, 2550, 2600, 2650, 2700, 2750, 2800, 2850, 2900, 2950, 3000, 3050, 3100, 3150, 3200, 3250, 3300, 3350, 3400, 3450, 3500, 3550, 3600, 3650, 3700, 3750, 3800, 3850, 3900, 3950, 4000, 4050, 4100, 4150, 4200, 4250, 4300, 4350, 4400, 4450, 4500, 4550, 4600, 4650, 4700, 4750, 4800, 4850, 4900, 4950, 5000, 5050, 5100, 5150, 5200, 5250, 5300, 5350, 5400, 5450, 5500, 5550, 5600, 5650, 5700, 5750, 5800, 5850, 5900, 5950, 6000, 6050, 6100, 6150, 6200, 6250, 6300, 6350, 6400, 6450, 6500, 6550, 6600, 6650, 6700, 6750, 6800, 6850, 6900, 6950, 7000, 7050, 7100, 7150, 7200, 7250, 7300, 7350, 7400, 7450, 7500, 7550, 7600, 7650, 7700, 7750, 7800, 7850, 7900, 7950, 8000, 8050, 8100, 8150, 8200, 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[Elite]

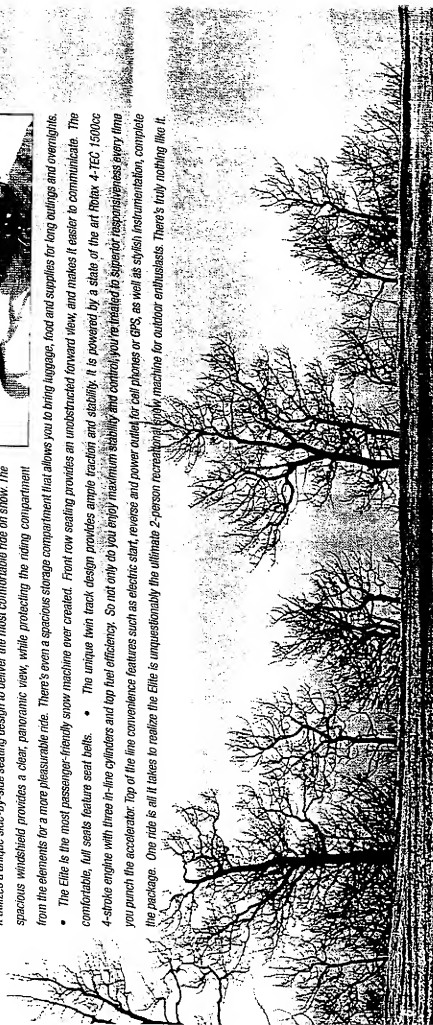
Luxury, style and comfort at every turn.

The best vehicles for winter fun have always originated from Ski-Doo. Now, on the 30th anniversary of its debut comes perhaps the most significant Ski-Doo innovation yet: the rebirth of the Elite. The introduction also serves as the next chapter of a storied family legacy, because the project leader for the Elite concept is Charles Bombardier, grandson of Bombardier founder, Joseph-Armand Bombardier.

- A trailchild of the Bombardier Advanced Concepts and engineering team, this ultra-twin 2-passenger cruiser is a modern version of a snowmobiling classic. Combining timeless styling with luxurious comfort features, it is the perfect machine to cruise through winter's wonderland with friends and family. Designed as the perfect touring machine, it utilizes a unique side-by-side seating design to deliver the most comfortable ride on snow. The spacious windshield provides a clear, panoramic view, while protecting the riding compartment from the elements for a more pleasurable ride. There's even a spacious storage compartment that allows you to bring luggage, food and supplies for long outings and overnighters.



- The Elite is the most passenger-friendly snow machine ever created. Front row seating provides an unobstructed forward view, and makes it easier to communicate. The comfortable, full seats feature seat belts.
- The unique twin track design provides ample traction and stability. It is powered by a state of the art Rotax 4-TEC 1500cc 4-stroke engine with three in-line cylinders and top fuel efficiency. So not only do you enjoy maximum stability and control, you're treated to superior responsiveness every time you punch the accelerator. Top of the line convenience features such as electric start, reverse and power outlet for cell phones or GPS, as well as stylish instrumentation, complete the package. One ride is all it takes to realize the Elite is unquestionably the ultimate 2-person recreational snow machine for outdoor enthusiasts. There's truly nothing like it.



[Elite Features]

Padded Seats

The dual seats provide ample support and are adjustable for added comfort.

Thin SC-10 III[®] suspension

The unique suspension absorbs bumps and provides responsive handling.

Buick 4-TEC 4-stroke engine

The 145-horsepower cleaner 4-stroke delivers outstanding trail torque for exhilarating acceleration. It's so quiet, riders can easily converse while riding.

Aircraft-inspired steering wheel

Unique steering controls make the 4-TEC engine's full right thumb and brake by pulling with the left fingers.

Heated handgrips

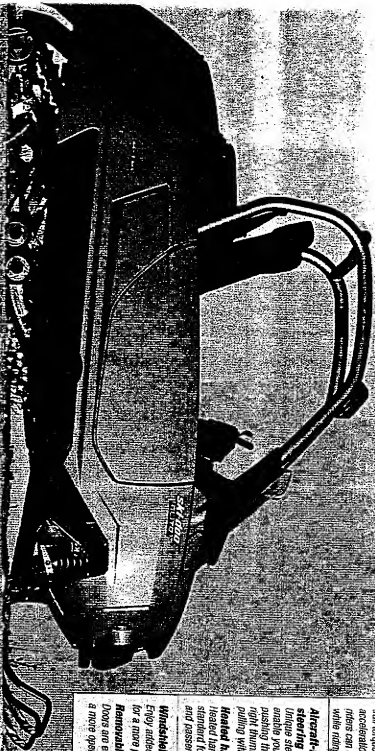
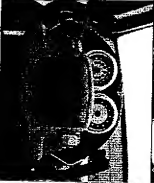
Heated handgrips are standard for all driver and passenger.

Windshield

Enjoy added wind protection for a more pleasurable ride.

Removable doors

Doors are easily removed for a more open ride.





[MX 2]

When you want to cross country quickly.

[The Ultimate Rider Review]



With a 450cc engine, the RM-Z450 is a serious contender for the top spot in the 450cc class. It's a bike that's been designed to be a winner from the start, and it's a bike that's been designed to be a winner from the start. It's a bike that's been designed to be a winner from the start, and it's a bike that's been designed to be a winner from the start. It's a bike that's been designed to be a winner from the start, and it's a bike that's been designed to be a winner from the start.



[The Ultimate Rider Review]



By [Name] and [Name] — The Suzuki RM-Z450 is the most powerful 450cc four-stroke motocross bike in the world. It's a true champion, and it's the only one that can take on the toughest competition. The RM-Z450 is the only 450cc four-stroke motocross bike in the world that can take on the toughest competition. The RM-Z450 is the only 450cc four-stroke motocross bike in the world that can take on the toughest competition.

[MX Z]

The MX Z is the ultimate performance snowmobile. Period. Built around an ergonomically perfect riding position, it has been the talk of the snowmobile industry since its introduction. And with good reason.

Positioned to make you a better rider.

It has cleaned up at racetracks across North America. And after you've taken the 30 minute REV platform challenge, it will change the way you ride forever. • This breakthrough sled brings aggressive riders superior handling, and even more power in 2004. Not to mention it has dropped 6 pounds from its already featherlight frame. So if you're not riding one this season, you'll probably have to wait until one is parked to get a good view.

MX Z Adrenaline™



Designed for experienced, aggressive riders who like burning and want maximum control.

MX Z Renegade™



A no compromises sled. For the rider who wants to ride in every condition: trails, bumps, or deep snow.

MX Z Trail



Perfect for trail riders looking for a great value.

MX Z Fan



Economical performer delivering a smooth ride on trails. For riders new to the sport.

REV-X™ Manual

With the same panels as the racing sleds, this design sheds six pounds while allowing for added storage space.

Engines

Rolux 600 S.S.
Rolux 600 H.O.
Rolux 600 H.O.
and Rolux 2-1125
600 H.O. SOI engines

Response Angle Suspension (R.A.S.™)

The lightweight, 4-arm and air-vented aluminum skid bag design improves energy flow to the shocks and new energy suspension system for better energy absorption and the ultimate in performance and control.

HPR™ Shocks

Overbuilt with a high pressure gas chamber for greater fade resistance, it lives up to the most aggressive riders' demanding expectations.

SC-10™ III

This high performance suspension shaves for most aggressive bumps and keeps keeping riders comfortable and in control.

Precision™ SAs

The dual cable design delivers smooth and precise control while virtually eliminating flexing.



[MX Z Renegade]

Fun when the snow is packed or stacked.

Today, more riders are enjoying both the thrill of cross country riding and the rush of mountain riding. But only the Renegade has mastered the two. The new 2004 model is built on the same REV platform that has been tearing up the Snocross circuit. Which means big things for the sled that's already been applauded in the media for combining the best of both styles of riding. Without

compromise. • This multi-talented machine brings the rider-perfect ergonomics of the new REV platform to the trail to isolate riders from the abuse of beaten down trails. Then it uses the same superior weight distribution to help climb the steepest mountain terrain. Its whisper light frame floats over endless fields of fresh powder. While its optimized weight distribution enables riders to bootdock and sidehill easier than ever before.



[MX Z Renegade features]

REV Chassis

The REV-X platform positions the rider at the central pivot point for better responsiveness in virtually all types of terrain.

1.25" Track

The grippy track offers great traction and deep snow performance.

Mountain rack

Specially designed for mountain riding, the rack provides more storage room than any conventional snow rack offer.

Engines

Rear 600 H.O. & Inter 800 H.O. Choose if their respective classes.

DPW - The Digital Performance Management System (DPM)

adjusts fuel-to-air mixtures to compensate for changing engine and temperature. The improves performance and fuel efficiency.

Adjustable Ski-stance

Quickly convert from a wide ski-stance for stable trail riding to a narrow ski-stance for nimble deep snow play.



Out of the blocks and to the top of the podium.



Professional riders. Do not attempt.



No sled in the history of snowmobiling had a more incredible debut than the MX-2™. With it, the Ski-Doo X-Jain™ completely dominated the USA snowcross circuit from pole to pole. All told, it won 13 of the 15 races it started during the 2002 race season. But no single rider hugged the spotlight. In fact, six different racers took the checkered flag aboard the Wunderseed. Of course it cheated up at the X-Games too, winning both the Snowcross and the Hillcross events in '02 and Snowcross again in '03. Making it the winningest sled on snow.



The reinvention of the mountain sled. The key to great mountain and powder riding is the ability to manipulate the sled with the least amount of rider effort. And no sled is easier to control than the new Summit-REV™. Its breakthrough design pushes mountain riding far beyond all previous standards of performance. • For starters, the Summit-REV is 35 pounds lighter than a similarly-equipped Summit built on the ZX platform. Which makes it the lightest production mountain sled! This astounding power-to-weight ratio results in higher climbing, increased flotation, easier handling, and reduced rider fatigue. • What's more, the sled's mass has been centralized around its pivot point. This has been achieved by moving the engine back 2.6 inches and lowering it 1.25 inches compared to the ZX platform. Then, moving the heaviest part on a snowmobile, the driver, 10" forward, the REV platform positions eighty percent of the sled's riding mass right under the driver. This dramatically improves handling and responsiveness when boarding, climbing and sidestepping. • Even with the serious weight reduction, the Summit-REV chassis is extremely strong. An innovative pyramidal frame makes it 600 percent stiffer than the ZX chassis. The reduced chassis flex translates to unrivaled responsiveness, most noticeable when powder riding. Because when a rider pulls on the bars to help bank the sled they essentially pull on the entire frame. • The Summit-REV also brings a new, 1.6-inch wide Powder Max™ track to the mountains. The increased width creates a 144-in² track sled to float and climb like a 161-in² track, but with increased on and off-hill maneuverability.

The Revolutionary REV-X Tunnel



Summit-REV

["The Summit-REV is going to redefine the concept of a roadster and redefine the way we think about centralization. This is by far the easiest approach to make it all work."

STEVE SUMMIT, CHAIRMAN



Ultimate Rider Review]



"I really like the new direction the Summit-REV has gone. The tremendous weight reduction and centralization of mass allows you to whip the sled around as if it were a bike. The new rider position is great for stability. You just point it and it goes over the top."

GARY CLOVART

(Tromp Tromp)

[Summit-REV]

If you like riding in extreme

conditions and in extreme locations, the Summit® Highmark™ will take you almost anywhere you want to go. Its long and wide 151" x 16" track glides on top of the softest, deepest powder you'll ever find. The extra long

Powder Max™ track, combined with the new REV chassis is impressively easy to maneuver. So boondocking through the backcountry is truly as easy as a walk in the park.

Extremely impressive



Go above and beyond.

If your friends don't ride the new Summit-REV™, they'll be left behind. Because it is a far superior machine for three reasons. First, its mass is centralized around its pivot point, making it easier to handle in deep snow. Second, the powerful Rotax engine, together with the lightest sled ever produced create the best power to weight ratio on the market! And of course its superior weight distribution allows you to climb to places beyond the reach of most machines.

*Compared to 2003 equivalent OEM models. Weight comparison is manufacturer dry weight which is as flat, as off and as cooling.



[The Ultimate Rider Review]



"The Harley-Davidson Softail is a true classic, with a timeless design that has made it a favorite among riders for decades. The bike's powerful engine and smooth ride make it a perfect choice for anyone looking for a reliable and stylish motorcycle. The Harley-Davidson Softail is a true classic, with a timeless design that has made it a favorite among riders for decades. The bike's powerful engine and smooth ride make it a perfect choice for anyone looking for a reliable and stylish motorcycle."

[GSX]

The GSX starts with the pure power and instant performance of its brother, the MX Z. Then it incorporates the finer things found on the most sophisticated snowmobiles. Making it the machine of choice for those who like a little classical mixed in with their rock 'n' roll. • At the heart of the performance side of the GSX is the new REV™-X chassis. Its reinvented ergonomics and centralized mass, along with an extremely lightweight design deliver control beyond compare. While the impressively efficient SC-10 III rear suspension makes trail annoyances disappear right below your feet. Under the hood, you've got the choice of the powerful Rotax 500 S.S., the mighty 600 H.O., the performance of the new fuel-efficient performance 2-Tec 600 H.O. SDI, or the nastiest of them all, the

The hottest performance. The coolest features.

79 Rotax 800 H.O. engine. • But when it comes to amenities, no other sled comes close. The patented HPG-VF shock is calibrated for the most enjoyable experience. Even on the snowmelter's day off. Other conveniences such as Rotax Electronic Reverse (REX), high windshield, electric start and a power outlet are standard. What's more, the GSX is the only short track snowmobile that offers an integrated bag on the tunnel with 10 tie-downs to hold everything in place on your inner ride.



ASX Limited

GSX
Sport 1+1



For performance, limited fuel tanks limit the choice of self-propelling technology, and, consequently, the sport motorcycle remains solely in suspension. Riders experience vibrations, shifts in posture, and increased fatigue during the course of the ride.

Integrated Storage Bag
This stylish bag carries standard, providing ample storage capacity for food, clothing and gear. Its sleek design fits compactly on the sled's tunnel.

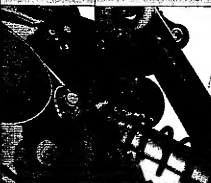
Full instrumentation
Electric fuel and temperature gauges provide clearly visible readouts of critical function data. (Limited Package Only)

HPG-VN Shocks

This versatile shock design provides a smooth ride in stiffer bumps and top performance in harsh trail conditions. The shock offers comfort calibrations to suit your riding style.

Convenience Features
Amenities such as P.E.R., Electric Start and a power outlet come standard to offer the most pleasurable experience on snow.

1+1 seating. The unique 1+1 design allows you, in a matter of minutes, to convert your seat from a 1 up to a 1+1 configuration. The convenient passenger seat simply snaps into the rear storage compartment.



[Legend]

The one to run for a little fun.

For enjoying good old winter fun the Legend is the perfect ride. This recreational snowmobile offers a conventional riding position, classic styling, loads of convenience features and a variety of cleaner engines to choose from!



*Compared to conventional 2-stroke carbureted engines.

Legend™



The ultimate in full control, seen on the latest Lotus Legend. With the SC-10 air suspension, electric door, ABS, electrically adjustable seats, electronic engine, electric windows, and innovative alloy suspension, engine, all steering, necessary, quick, light, and nimble.

Legend Sport



Speed, long distances, sport spirit, riding comfort and style. Lotus Legend Sport, with electric speed, electric door, ABS, with electric suspension, electric seats and mirrors.

Legend Fan



For the ultimate in speed and perfect control. Lotus Legend Fan, with electric suspension, electric door, ABS, with electric suspension, electric seats and mirrors.

Advanced Engine Technology

The Lotus 4-TEC V-1000 is the first V-type, more environmentally friendly engine designed exclusively for environment.

Lotus 4-TEC 1000 SFI

The Lotus 4-TEC SFI is the industry's first high performance cleaner 4-stroke engine, featuring better fuel efficiency, lower emissions and improved reliability. (Lotus 4-TEC 1000 SFI is a 2-year warranty model.)

Precision SAE

The dual cascade design allows smooth and precise controlling motion while virtually eliminating drag.

SC-10 Air

The performance suspension improves handling and control. Lotus SC-10 Air is a 2-year warranty model. (Lotus SC-10 Air is a 2-year warranty model.)



[Legend off]

Cruise with the Crew

The 2-up sled design

that has proven year after year to deliver the best of winter enjoyment is loaded with convenience features. This year it

comes with push-button electric start, HER for quick and easy reversing, sleek mirrors, and stylish 3-D emblems.

Under the hood, you have the power of the 470 cc Super Power

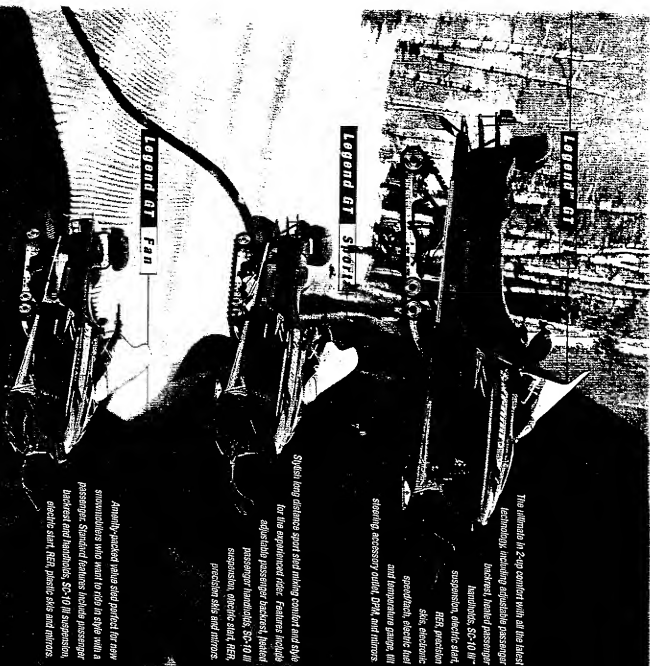
4700 4-cylinder engine with fuel injection.

Ready, set, 561 bhp's. These high tech

engines improve fuel economy while

reducing emissions by as much as 50%.





Legend GT

Legend GT Sport

Legend GT Fan

The ultimate in 2-cp comfort with all the latest technology, including adjustable passenger headrest, heated passenger headrests, SC-10 air

suspension, electric seat, RER, precision shift, electronic speedshift, electric fuel and temperature gauge, tilt steering, accessory outlets, DPM, and mirrors

Spaced long distance sport shift mixing comfort and style for the experienced driver. Features include adjustable passenger headrest, heated passenger headrests, SC-10 air suspension, electric seat, RER, precision shift and mirrors.

Ampley spaced seats also perfect for new sunseekers who want to relax in style with a passenger. Standard features include passenger headrest and headrests, SC-10 air suspension, electric seat, RER, plastic side and mirrors.

Rock 4-TEC 1.000
The Rock 4-TEC 1.000 is the first 1.000, 1000 cc engine ever designed exclusively for scrambling.

Advanced Engine Technology
The Rock 4-TEC 1.000 is the industry's first light performance cleaner 2-stroke engine, featuring better fuel efficiency, lower emissions and improved reliability. Engineered to maximize 2 stroke and light engine fuel.

Handheld Controls
The conveniently positioned controls for lights, hand warmers, electric shift, RER and suspension adjustments on the handbars increase accessibility and ease of operation.

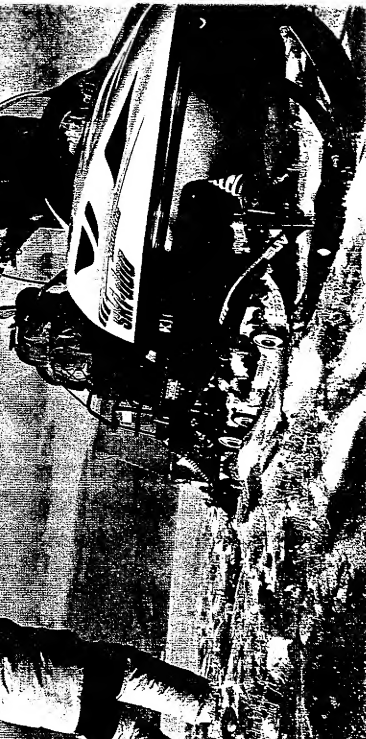
VN Shock
The advanced shock design provides maximum control in stilet bumps and top performance in harsh trail conditions for a really improved ride.



[skandic]

For working hard and hardly working.

Nobody knows how to build tough utility snow vehicles better than Bohnerster. Whatever your needs, rest assured there's a Skandic snowmobile that will fit. From the SUV package that comes with a rack and skis to the 1000 cc. snowmobile, capable of pulling a load of 1000 lbs. or more, there's a Skandic for every season. And, of course, the Skandic snowmobile is built to last.



Play Hard

Skandic® 317



Comfortable trail riding and ultimate deep snow performance in one hard working package.

Skandic® 270



Lightweight economical, toughability vehicle.

Skandic® 240



Lightweight economical, toughability vehicle.

Skandic® 17



Lightweight economical, toughability vehicle.

Skandic® W1



Lightweight economical, toughability vehicle.

Skandic® 317



The widest track in the industry delivers pulling power and control.

Work Hard

6000cc Motor

The Rova Series 3 Engine is the most powerful engine in its class.

How Seat

This higher seat improves maneuverability over rough terrain.

Wide Tracks

The 317 has the largest track on the market for enhanced deep snow traction and performance.

Headlights

This more powerful headlight improves nighttime visibility.

Synchronest™ Transmission

Our exclusive shift-on-the-fly "Synchronest™" transmission with two forward gears and one reverse facilitates pulling heavy loads over short or long distances.

Cargo Rack

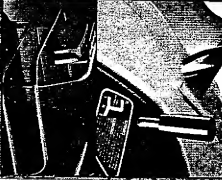
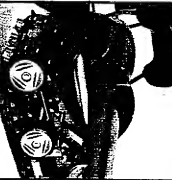
The standard steel cargo rack provides storage space for luggage and travel equipment.

SUV Front Suspension

(SUV) This innovative design greatly improves cornering ability, minimizes bump steer and scrub, while optimizing roll control.

Mountain Bar

The special grip improves steering performance and control.



[Mini Z]

littlest but not least!

The Mini Z is the ultimate sled machine: the ultimate sled for kids is the Mini Z. This 2000 1/2-3-year-old sled is perfect for little zippers. It features an independent 4-arm front suspension with 3" of travel. With its controlled speed, lethal control, perfect machine for little zippers to the future snowmobile, and it offers a hassle-free, age-appropriate experience for adults.

[ski-doo.com]

Snowmobilers can't seem to get enough of the sport they love. That's why we've created Ski-Doo.com. It's the perfect place to turn to for information about Ski-Doo snowmobiles and technologies. Whether you want to build your own sled, tour a virtual showroom, view 3-D animated technical demonstrations, find a local dealer or enter the Racing Zone, it's right here, all day, everyday, at Ski-Doo.com.





Protection Perfection

The long list of new Bombardier innovations for 2004 stretches well beyond industry altering snowmobiles. This year also marks the introduction of a new generation of the industry's most advanced helmet design: **The Bombardier BVS Air Control Helmet™.**

- Our trusted impact modified alloy composite construction has been remodeled into an aerodynamic, sleek, fighter design. Visor enhancements offer greater peripheral vision. Plus, the solar visor and main visor can operate independently of one another.
- The new ergonomically advanced configuration adapts to all face and head shapes, allowing all riders to enjoy the comfort and convenience of a modular helmet. The stylish design also features a new removable front mask that frees up the face area in one simple and quick motion.
- For added convenience, a backlight enhances the visibility of the head rider. There's even an optional integrated side headlight, ideal for making adjustments and reading instruments or a map after dark. Moreover, you'll enjoy enhanced communication clarity thanks to direct mouth-to-mask sound transmission. Available in silver and black, these stylish helmets are truly the most advanced, convenient and accommodating form of protection on the market today.



Project Name	Location	Client	Project Manager	Project Engineer	Project Designer	Project Architect	Project Contractor	Project Supplier	Project Installer	Project Maintainer	Project Operator	Project Inspector	Project Auditor	Project Reviewer	Project Approver	Project Sign-off
Project A	Location A	Client A	PM A	PE A	PD A	PA A	PC A	PS A	PI A	PO A	PIO A	PII A	PIA A	PIB A	PIC A	PID A
Project B	Location B	Client B	PM B	PE B	PD B	PA B	PC B	PS B	PI B	PO B	PIO B	PII B	PIA B	PIB B	PIC B	PID B
Project C	Location C	Client C	PM C	PE C	PD C	PA C	PC C	PS C	PI C	PO C	PIO C	PII C	PIA C	PIB C	PIC C	PID C
Project D	Location D	Client D	PM D	PE D	PD D	PA D	PC D	PS D	PI D	PO D	PIO D	PII D	PIA D	PIB D	PIC D	PID D
Project E	Location E	Client E	PM E	PE E	PD E	PA E	PC E	PS E	PI E	PO E	PIO E	PII E	PIA E	PIB E	PIC E	PID E
Project F	Location F	Client F	PM F	PE F	PD F	PA F	PC F	PS F	PI F	PO F	PIO F	PII F	PIA F	PIB F	PIC F	PID F
Project G	Location G	Client G	PM G	PE G	PD G	PA G	PC G	PS G	PI G	PO G	PIO G	PII G	PIA G	PIB G	PIC G	PID G
Project H	Location H	Client H	PM H	PE H	PD H	PA H	PC H	PS H	PI H	PO H	PIO H	PII H	PIA H	PIB H	PIC H	PID H
Project I	Location I	Client I	PM I	PE I	PD I	PA I	PC I	PS I	PI I	PO I	PIO I	PII I	PIA I	PIB I	PIC I	PID I
Project J	Location J	Client J	PM J	PE J	PD J	PA J	PC J	PS J	PI J	PO J	PIO J	PII J	PIA J	PIB J	PIC J	PID J
Project K	Location K	Client K	PM K	PE K	PD K	PA K	PC K	PS K	PI K	PO K	PIO K	PII K	PIA K	PIB K	PIC K	PID K
Project L	Location L	Client L	PM L	PE L	PD L	PA L	PC L	PS L	PI L	PO L	PIO L	PII L	PIA L	PIB L	PIC L	PID L
Project M	Location M	Client M	PM M	PE M	PD M	PA M	PC M	PS M	PI M	PO M	PIO M	PII M	PIA M	PIB M	PIC M	PID M
Project N	Location N	Client N	PM N	PE N	PD N	PA N	PC N	PS N	PI N	PO N	PIO N	PII N	PIA N	PIB N	PIC N	PID N
Project O	Location O	Client O	PM O	PE O	PD O	PA O	PC O	PS O	PI O	PO O	PIO O	PII O	PIA O	PIB O	PIC O	PID O
Project P	Location P	Client P	PM P	PE P	PD P	PA P	PC P	PS P	PI P	PO P	PIO P	PII P	PIA P	PIB P	PIC P	PID P
Project Q	Location Q	Client Q	PM Q	PE Q	PD Q	PA Q	PC Q	PS Q	PI Q	PO Q	PIO Q	PII Q	PIA Q	PIB Q	PIC Q	PID Q
Project R	Location R	Client R	PM R	PE R	PD R	PA R	PC R	PS R	PI R	PO R	PIO R	PII R	PIA R	PIB R	PIC R	PID R
Project S	Location S	Client S	PM S	PE S	PD S	PA S	PC S	PS S	PI S	PO S	PIO S	PII S	PIA S	PIB S	PIC S	PID S
Project T	Location T	Client T	PM T	PE T	PD T	PA T	PC T	PS T	PI T	PO T	PIO T	PII T	PIA T	PIB T	PIC T	PID T
Project U	Location U	Client U	PM U	PE U	PD U	PA U	PC U	PS U	PI U	PO U	PIO U	PII U	PIA U	PIB U	PIC U	PID U
Project V	Location V	Client V	PM V	PE V	PD V	PA V	PC V	PS V	PI V	PO V	PIO V	PII V	PIA V	PIB V	PIC V	PID V
Project W	Location W	Client W	PM W	PE W	PD W	PA W	PC W	PS W	PI W	PO W	PIO W	PII W	PIA W	PIB W	PIC W	PID W
Project X	Location X	Client X	PM X	PE X	PD X	PA X	PC X	PS X	PI X	PO X	PIO X	PII X	PIA X	PIB X	PIC X	PID X
Project Y	Location Y	Client Y	PM Y	PE Y	PD Y	PA Y	PC Y	PS Y	PI Y	PO Y	PIO Y	PII Y	PIA Y	PIB Y	PIC Y	PID Y
Project Z	Location Z	Client Z	PM Z	PE Z	PD Z	PA Z	PC Z	PS Z	PI Z	PO Z	PIO Z	PII Z	PIA Z	PIB Z	PIC Z	PID Z

Figure 1 shows a schematic diagram of the experimental setup. A subject is seated at a table, viewing a video screen. A camera is positioned above the screen. A target is placed on the table. A ruler is used to measure the distance from the subject's hand to the target. The distance is labeled as 20 cm.

